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Congress of the United States
House of Representatives
Washington, DC 20515-3507

September 16, 2014

TRANSPORTATION AND
INFRASTRUCTURE COMMITTEE
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DEPARTMENT OPERATIONS,
OVERSIGHT, AND NUTRITION

The Honorable Harold Rogers
Chairman
Committee on Appropriations
U.S. House of Representatives
Washington, D.C., 20515

The Honorable Rodney Frelinghuysen
Chairman
Subcommittee on Defense
U.S. House of Representatives
Washington, D.C., 20515

Dear Chairman Frelinghuysen:

As your Subcommittee continues consideration of its FY2015 priorities, I want to thank you for your leadership in adequately funding our men and women in uniform and ensuring America has a strong military. In that capacity, I respectfully urge you to maintain support for the avionics modernization of the Ohio C-130 fleet.

As you know, the C-130 aircraft, specifically the C-130H, is currently used in active and reserve military missions, providing a diverse set of roles and vital support across the nation. The C-130H is capable of operating as airlift support, humanitarian aid, and tactical combat. It also has the ability to perform aerial spray missions, fire-fighting duties, and natural disaster relief, making the C-130H a critical asset to Ohio's response force.

During Hurricane Katrina, the Ohio National Guard was one of the first states to deploy 2700 soldiers and provide immediate assistance to areas suffering from terrible destruction. The Guard also responded with trained personnel and supplies to the harmful algal bloom in Toledo, Ohio this summer that affected the public water system. The Ohio National Guard was able to quickly respond to these disasters because of their crucial regional air assets.

Thousands of enlisted and civilian men and women in the Ohio National Guard continue to utilize the capabilities of the C-130H fleet appropriated as an alternative to BRAC. This fleet performs important functions of the guard, but can perform at its best if given the opportunity to update the navigation systems. As the ground-based navigation system is phased out, the C-130H may not meet the guidelines to fly, diminishing the Guard's role as expedient homeland response. Without this critical update to meet satellite-based navigation guidelines, the C-130H fleet will be restricted and potentially grounded in its airlift capability.

As you continue to prioritize the FY2015 defense appropriations, I encourage you to continue your dedication to protecting our nation and work with the National Guard Bureau to modernize the C-130H. Thank you for your consideration of the Ohio National Guard and its needed improvements to the C-130 fleet.

Sincerely,



Bob Gibbs
Member of Congress